BookletChartTM

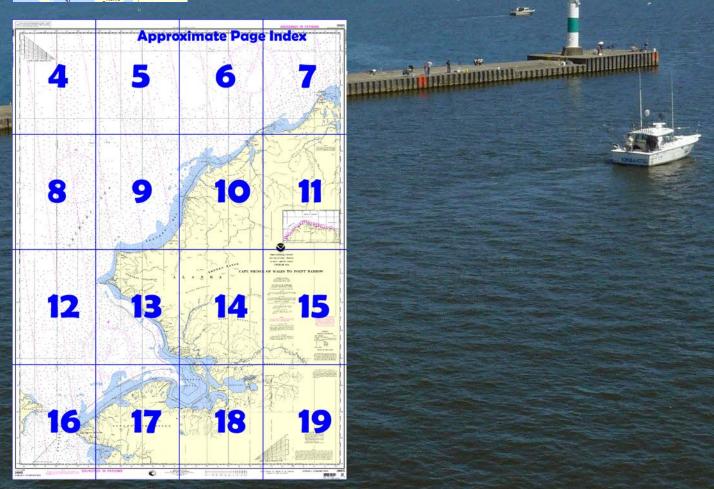




A reduced-scale NOAA nautical chart for small boaters When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the National Oceanic and Atmospheric Administration National Ocean Service Office of Coast Survey

<u>www.NauticalCharts.NOAA.gov</u> 888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart[™]?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

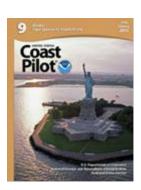
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 https://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 https://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 https://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 https://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 https://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=160 <a href="https://www.nauticalcharts.noaa.gov/nsd/searchby



(Selected Excerpts from Coast Pilot)
Kotzebue is located on Baldwin Peninsula near the mouths of the Kobuk and Noatak Rivers about 11 miles N of Cape Blossom and on the outer S side of Hotham Inlet entrance. It is the second largest city in Arctic Alaska and is the shipping and transportation hub for the Northwest Arctic Borough. Kotzebue has a school, a hospital, hotels, stores, gas stations, churches, banking facilities and an airport. The airport has radiotelephone communication and is

marked by an aero-light and an aero-radiobeacon. There is a heavily trafficked harbor E of town with a pier in good condition. Vessels of less than 6-foot draft can reach the town with local knowledge. The channel

shifts and is difficult to follow. Seasonal buoys mark the entrance channel. Local pilots are available. Kotzebue is served by Northland Towing and Crowley Marine. Crowley maintains a fuel farm at Kotzebue from which its tugs and barges conduct re-supply runs to other villages. Deep-draft vessels approach Kotzebue as closely as possible and lighter their freight ashore. The usual anchorage for deep-draft vessels is in depths of 5 to 6 fathoms 3 to 6 miles SW of Cape Blossom; protection is afforded from N and E winds. The trip by small boat from the anchorage to Kotzebue is about 15 miles and over many sandbars that are constantly shifting; local pilotage is advised.

On July 14, 1967, a merchantman reported anchoring about 10 miles W of Kotzebue on the following bearings: Kotzebue aero radiobeacon tower, marked with a fixed red light and an alternating flashing green and white light, 078°; microwave "horns" or antennae, in about 66°50'N., 162°32'W., 094°; Cape Blossom Light, 121°; Igichuk Hills, 000°; and the left tangent of Cape Krusenstern (false cape), 325°. Caution is advised as vessels in this anchorage may be subject to ice damage during W winds.

Currents.—The average velocity of the tidal current is about 0.5 knot at the anchorage SW of Cape Blossom; the flood sets SE and the ebb NW. Observations at this location show a NW nontidal flow which sometimes has sufficient velocity to overcome the flood of the tidal current and produce a continuous NW current of varying velocity for days at a time. This NW flow attains maximum velocities of 1 to 2 knots at times of the tidal current's ebb strength.

Ice.—Average breakup in Kotzebue Sound at Kotzebue is about the last of May and average freezeup is in the latter part of October. Navigation is difficult from late October to the latter part of June and usually is suspended from the second week in November to mid-June.

Ice.—Average breakup at Point Hope is in the latter part of June and average freezeup is about the second week of November. Navigation is difficult from the latter part of November until mid-July and usually is suspended from early December until the latter part of June.

Kotzebue Sound, at the NE end of Seward Peninsula, is entered between Cape Espenberg and Cape Krusenstern, 33 miles to the N; depths are 6

to 9 fathoms throughout most of the sound.

The 30-mile W side of Kotzebue Sound from Cape Espenberg S is relatively shallow, with depths of 3 fathoms as far as 5 miles from shore; the land on this side is mostly low but a small hill is conspicuous about

halfway between the cape and the S shore. **Cape Deceit Light**(66°05'57"N., 162°45'02"W.) is shown seasonally from a skeleton tower with a red and white diamond-shaped daymark on the extremity of **Cape Deceit**, which is halfway along the S shore.

Deering, on the E side of Cape Deceit, has a school, stores, and radio communication; anchorage is available in depths of 5 fathoms 1 mile E of Cape Deceit Light.

Kiwalik Lagoon, in the SE corner of Kotzebue Sound, is shallow and has a mud bottom. A narrow channel winds through the lagoon to Kiwalik River which can be navigated only with local knowledge. Shallow-draft boats can operate in the lagoon during periods of high water, but the lagoon is almost dry when the water is lowered by adverse winds. Kiwalik, on the gravel spit on the W side of the lagoon entrance, has a rough landing strip that will accommodate small planes. Candle, about 6 miles upriver from Kiwalik, has stores, a school, and a gravel airstrip. Spafarief Bay, also in the SE corner of Kotzebue Sound but N of Kiwalik Lagoon, has depths of 3 to 5 fathoms.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau Commander

17th CG District Juneau, Alaska (907) 463-2000



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

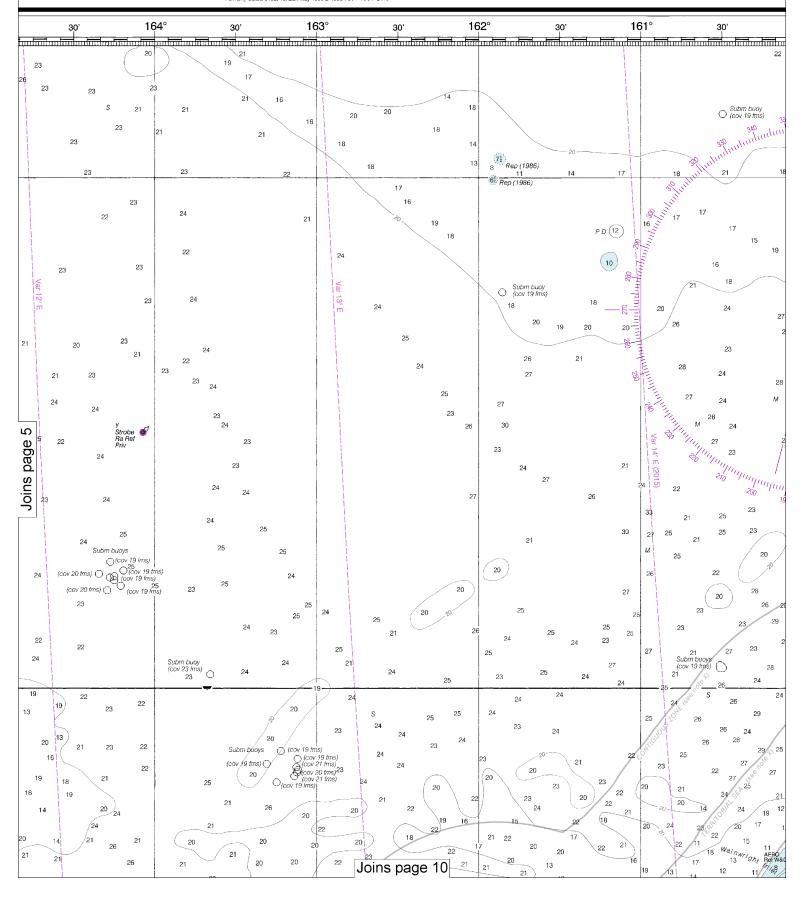
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*. To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers



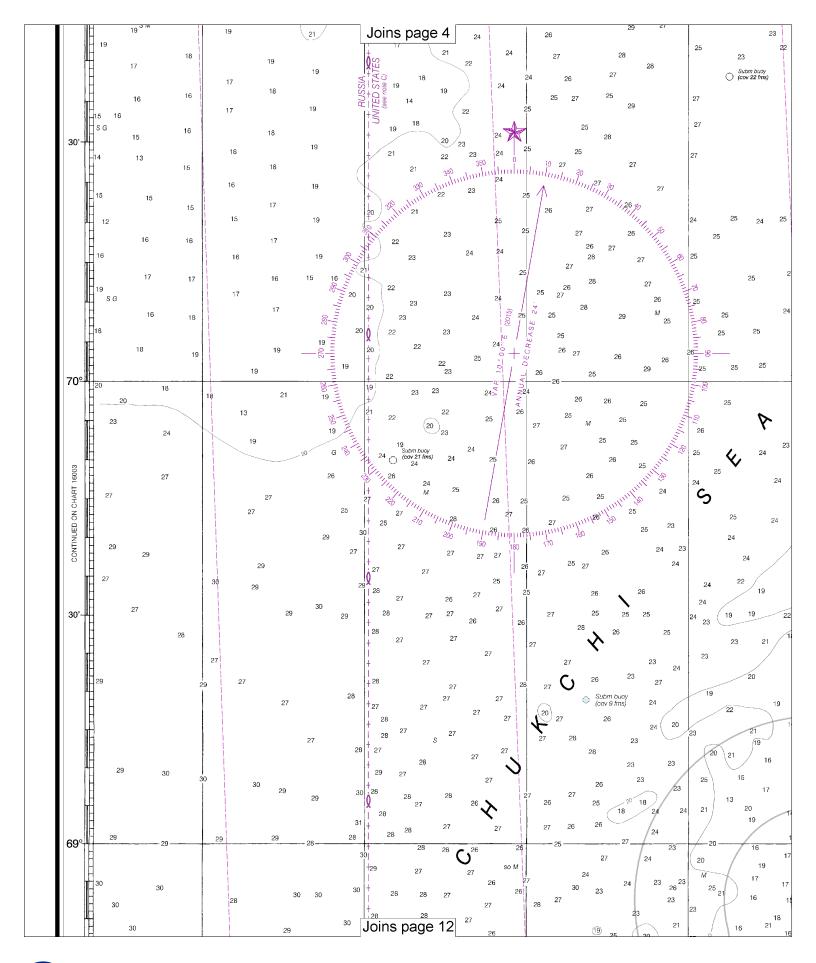


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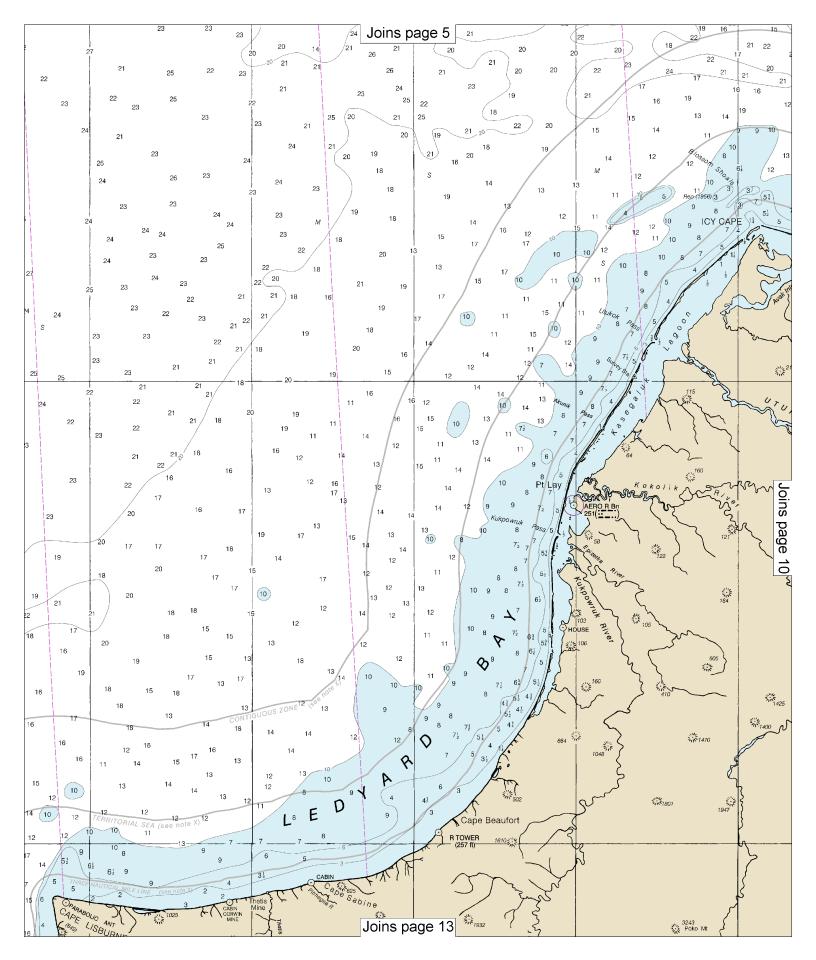




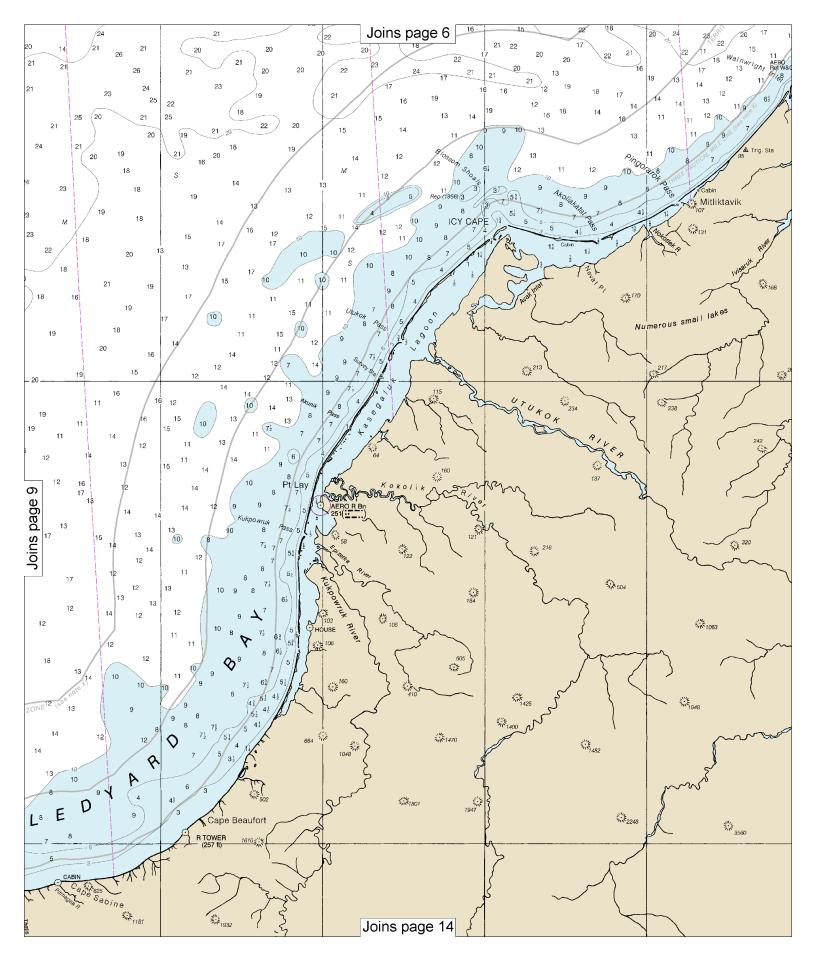
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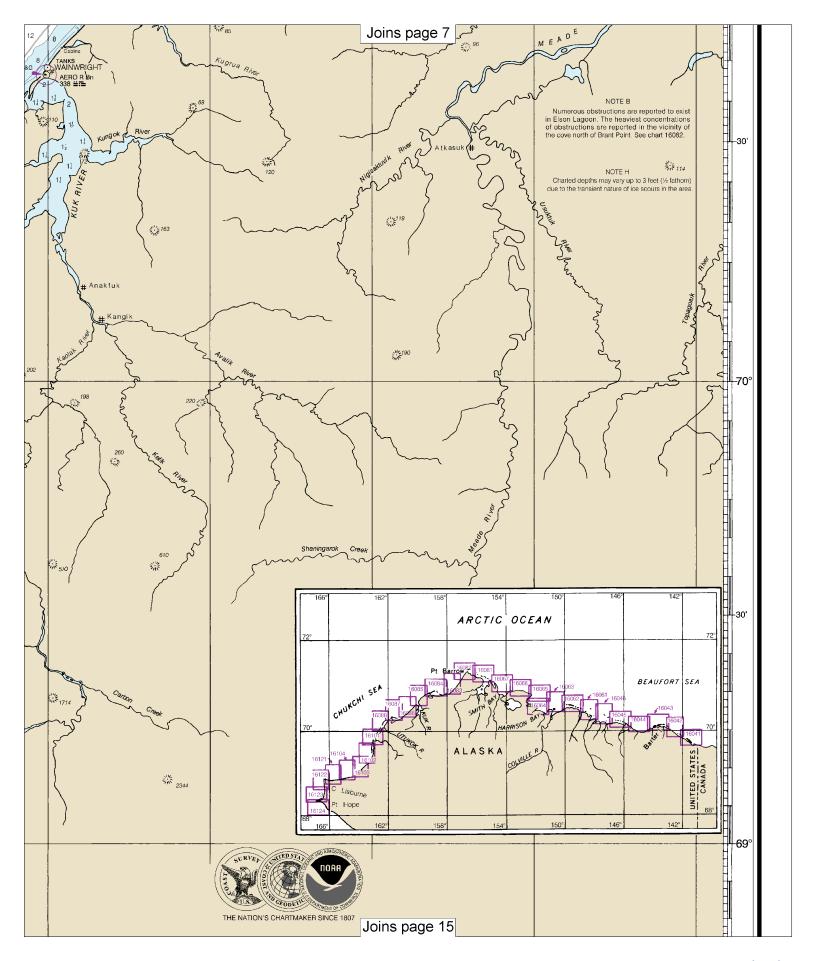


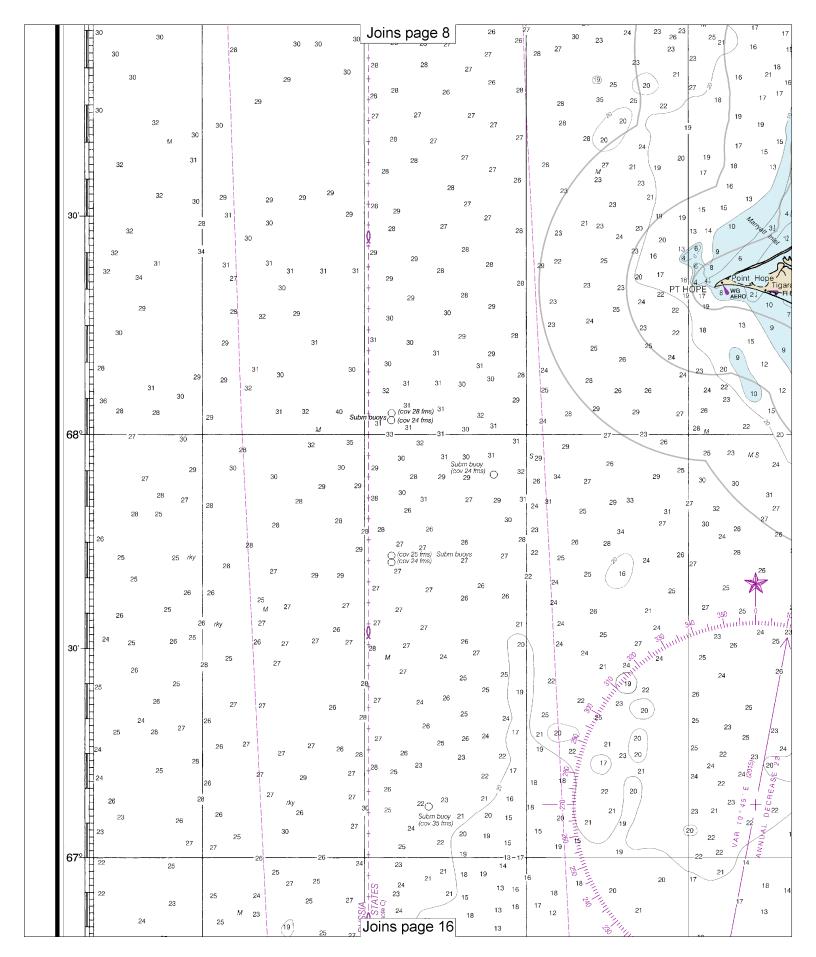




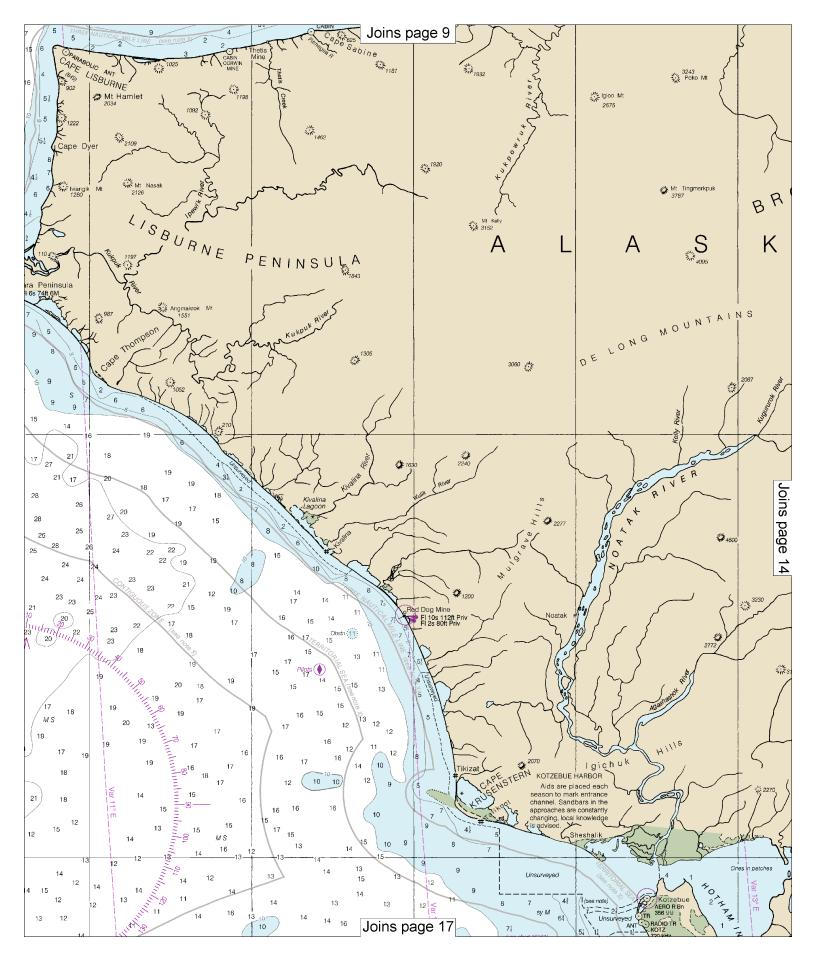


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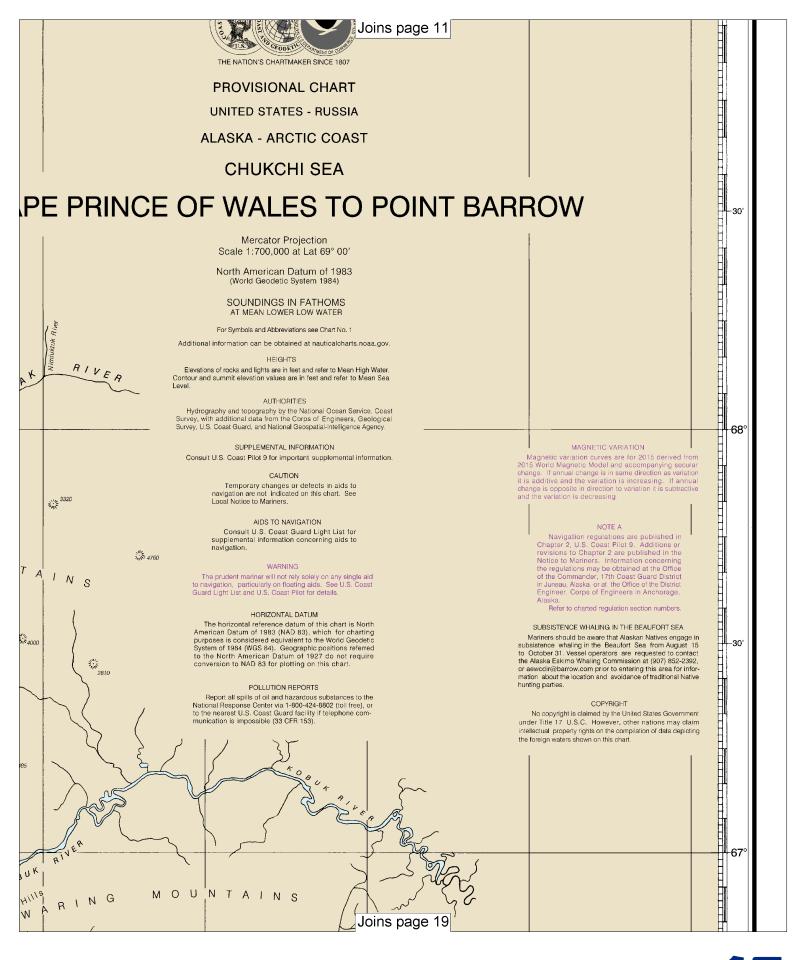


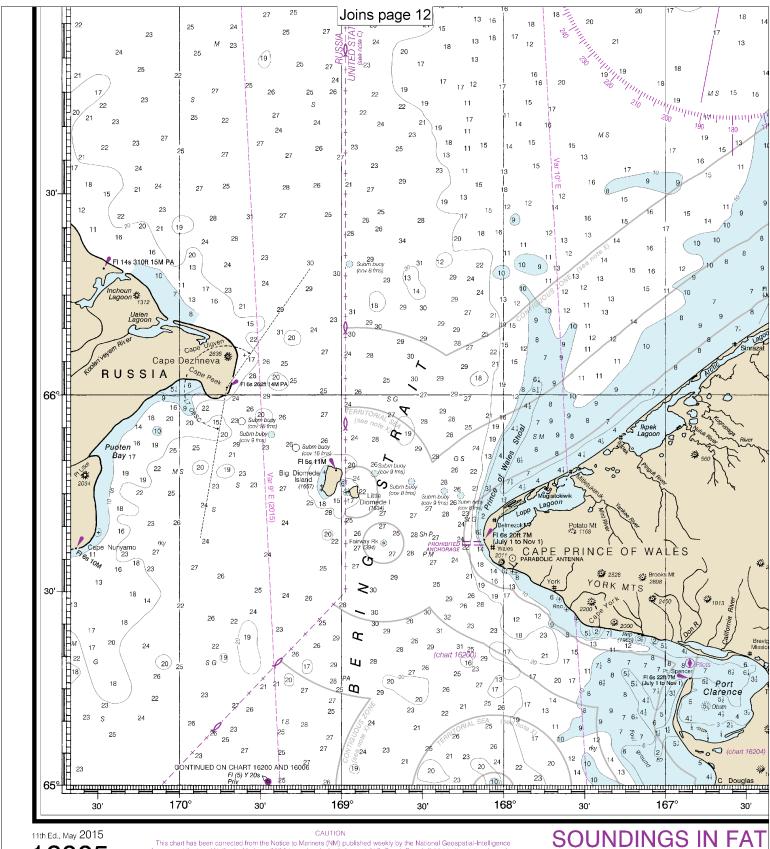






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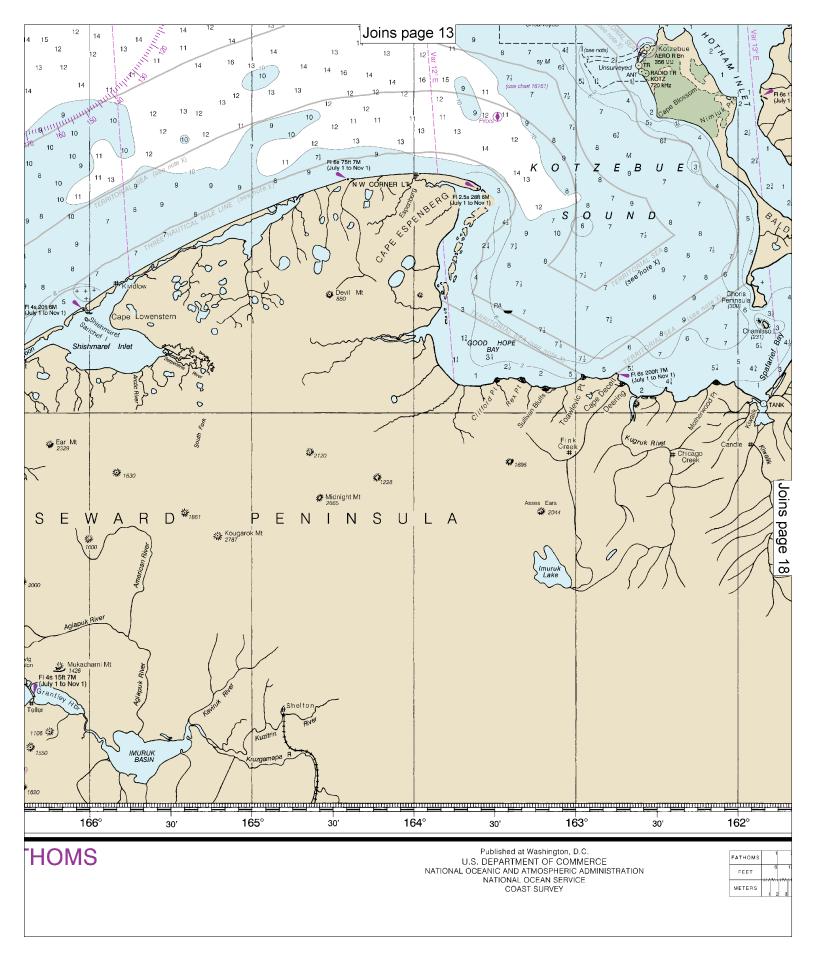


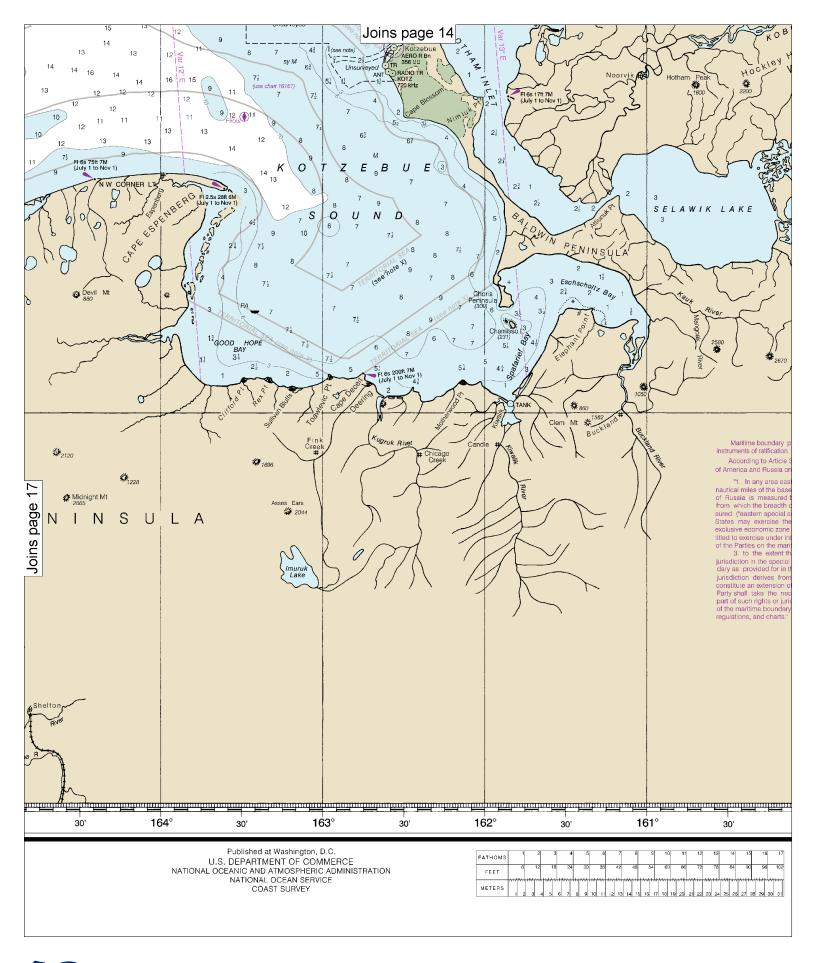


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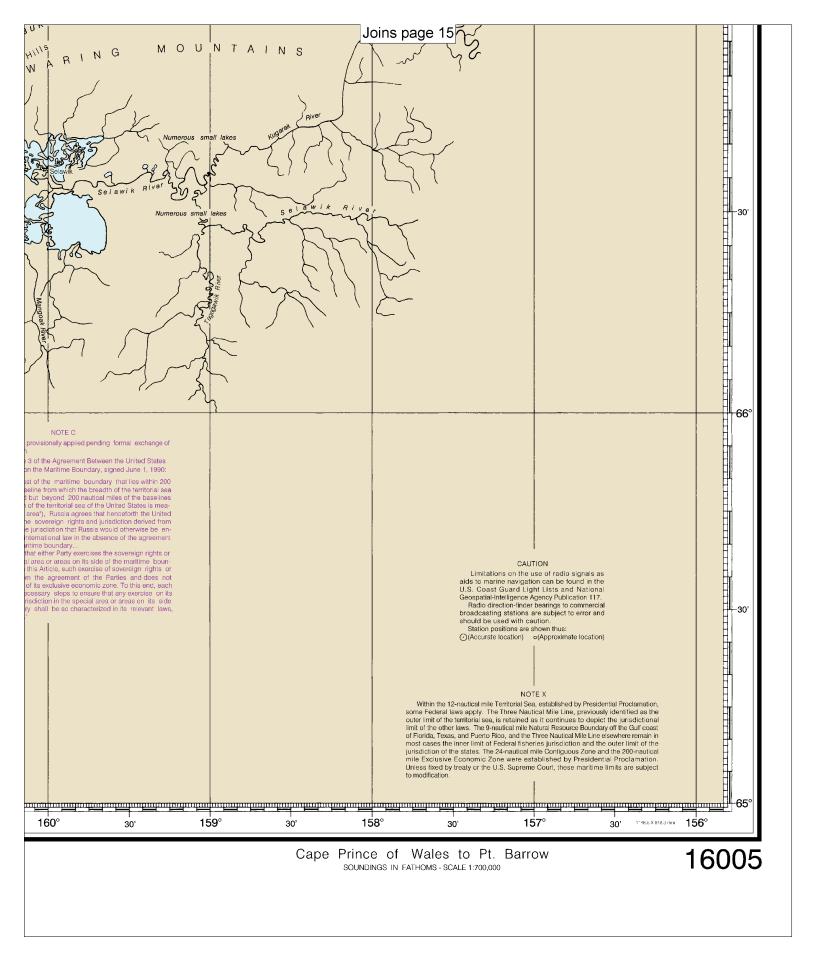
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence gency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast. Guard district to the dates shown in e lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left nand comer are available at nauticalcharts.noaa.gov

Last Correction: 11/22/2016. Cleared through: LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)





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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here. Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of

Emergency; Number of People on Board.

- · Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov

Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml

Report a chart discrepancy — http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx

Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs

Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

Tides and Currents — http://tidesandcurrents.noaa.gov

Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm

National Data Buoy Center — http://www.ndbc.noaa.gov/

NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/

National Weather Service — http://www.weather.gov/

National Hurrican Center — http://www.nhc.noaa.gov/

Pacific Tsunami Warning Center — http://ptwc.weather.gov/

Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.